

Upcoming Events

January 2009

27 (Tues) Membership Mtg

February 2009

10 (Tues) Membership Mtg

11 (Wed) Mayflower Tour:
Oregon City Area

21 (Sat) 3 Wilsonville Garage Tours

24 (Tues) Membership Mtg

March 2009

10 (Tues) Board Meeting

17 (Tues) Mayflower Tour:

Whole Foods Grocery -Bridgeport Village

24 (Tues) Regular Membership Mtg

Regular Membership Meetings:
4th Tuesday of each month at the
Clackamas Community Club
15711 SE 90th Ave. Clackamas, OR
6:30 PM Kick the Tires,
7:00 PM General Meeting

Board of Directors Meetings:
2nd Tuesday of each month at 5:30 p.m.
Same address, front building

Plymouth Parts & Cars: For Sale & Wanted

FOR SALE

"Moving Day"

1988 Dodge Diplomat Detectives Car;
Runs great; up to date license, DEQ. And
1941-42 parts car loaded with goodies.
Sell together only. **\$999**

Bill Call 503-784-7589

FOR SALE

1933 PC Motor/trans complete

This is a concours correct motor that
was running when removed from
the car about 4 years ago. Has been
stored, covered in heated garage since.
Complete from fan to air cleaner to
trans with clutch/ brake pedals &
linkage. **\$500**

Bruce Huntley 360-299-9989
Anacortes, WA

WANTED

1950-52 Plymouth 4 Door Sedan **trunk
lid handle** in good condition; with or
without key.

Jimmie Fox 503-774-3441

FOR SALE

16 ft Tandem Axle Trailer; 8000 GVW,
electric brakes, steel bed, electric winch;
aluminum diamond plate toolbox in-
cluding battery for winch; fresh paint;
good 8-ply rated tires. Great car or
equipment trailer. **\$2,395**

Rich VonAllmen 503-762-7857

FOR SALE:

1936 Plymouth Coupe

Stock, original car with flat-six engine.
Frame restored to new; body has had
metal work done; in project with front
sheet metal currently off. **\$7,500.**

Owner: Rick Chenault 425-259-6392
or (cell) 425-327-7884

CPPC member Don Amundson has
complete set of pictures 253-839-1045

See More Listings on Page 7



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth, Owners Club, Inc.

Founded in 2000

Dedicated to the
Preservation and Restoration of
Plymouths 25 years and older



Volume Ten, Issue One

January 2009

Bill Call Adds Two Acquisitions to His Bevy of Beauties



FROM BILL'S HOBBY SHOP: Another Plymouth was posted on eBay that Bill could not resist. A 1942 Plymouth Club Coupe from Ohio arrived via Federal Express on Saturday, January 10. It joins the collection of vintage vehicles in his newly completed garage/office building. How many does that make now, Bill?

Still Buyer, Beware...

The 1965 Barracuda advertised in the October 2008 CPPC newsletter was purchased by Bill Call for \$8,500.

Old cars frequently come with lessons, and this one is no exception. Bill didn't ask, and the seller didn't disclose, that the Barracuda came with a branded title: it is a reconstructed vehicle. In Oregon, that means that the cost of repairs amounted to 75% of the value of the vehicle.

If the car were a 10 year old daily driver, the title brand would raise doubts about its resale value, whether or not it indicated anything about the integrity of the vehicle.

With a collector car, the impact is less certain. Many old cars have had bodywork on the way to earning their collector status. On a high-demand, driver-quality car such as the Barracuda, a reconstructed title probably won't make much difference in its ultimate value.

Bill is willing to share his lesson. The guest speaker at the January meeting will tell all about the process – and the results – of title-branding of motor vehicles.

By Bill Call



During a recent discussion several members shared their experiences with misrepresented vehicle purchases and title transfers. Don Hufschmid, a licensed auto dealer, deals with the Department of Motor Vehicles frequently. He will lead further conversations at the January 27 membership meeting.



Cascade Pacific Plymouth Club, Inc.

Affiliate of Plymouth, Owners Club, Inc.

P.O. Box 2988
Clackamas, OR 97015

Body Shop and Repairs

Much is made of marching out the Old Year and ringing in the New Year. We were hoping we crammed all of our members' troubles into the end of 2008 but there seems to be some overflow.

Jerry Dixon was hospitalized briefly during the Dixon Family Thanksgiving at their beach house. The next day Joanne slipped and broke her right arm. The doctor is avoiding surgery but the spiral fracture to her humerus does not appear to be healing. It seems like someone in the Club should have some spare parts to get her out of the body shop!

Philis VanCoelen had arthroscopic knee surgery in December – during the snow and ice storm. Ken shuttled her back and forth while working 100 hours for PGE. Philis says she is getting around very well now, although she continues to have vertigo.

Ken Rose recently learned that he has another brain tumor. A course of treatment has not yet been decided. We hope you come to this month's meeting, Ken.

Gary Rusher visited the hospital before conquering a flu virus. Our diligent president recovered in time for the January Board meeting.

Don Hufschmid kindly wrote his own member care update, possibly because he didn't trust that someone would not mention his difficulty spelling 9-1-1.

When you have news to share, including good news, be sure to contact one of the Board members or Cari Catlow as listed on page 2 of the newsletter. As you can tell, CPPC has a remarkable capacity for caring about members whether they are in the body shop, in for a 100,000 mile service or show room ready.

Mopars Out and About



Pat Brost came across this mid-1930s Dodge wrecker near Brooks, Oregon.

Don Hufschmid: On the Mend, Thank You

Just a note to say thank you for the cards, phone calls, and caring since my 12-24-2008 event.

For those of you who were not aware, I had congestive heart failure at home mid-morning Christmas Eve Day (bitter cold, snowing, you needed chains just to stand upright). Great timing, huh? Apparently for quite a long time (maybe a year) I have been trying to run an 8-cylinder ego on about 4-cylinders of oxygen output.

Fast-forward to Providence Hospital, Day 2: My lucky day. Who walks into my room but Dr. Dawley. Remember, he is Bill Call's heart doctor and spoke to our club about heart issues last summer.

Day 3: Angiogram; no damage; weak heart; need to strengthen heart (fist full of pills forever); no more salt; less stress; lose weight. You know the drill.

Day 4: Back to the real world. Thanks for letting me share this with you. A special thanks to my love, Lorraine Griffey, for being by my side and helping me get well.

Your friend,
Don Hufschmid

2009 Refreshments Schedule

January	Gary Rusher
February	Don Hufschmid
March - October	
Refreshments sign up will be circulated at the January meeting	
November	Annual Potluck

Please coordinate with
Dennis & Jeanne Mowery,
Refreshments Chair,
regarding access and supplies.

The Steering Column, A Message from the President

Welcome to 2009!

We got past Christmas and a Happy New Year's Day. Then we had to fight through the cold and snow, but we made it. The weatherman said yesterday we have had 2 ½ times the normal rainfall so far in January. But as I sit here writing up this piece I am looking out at some nice bright sunlight. Things are nice and green. Sorry, but the daffodils aren't showing their heads yet.

I hope all of those prize Plymouths out there made it okay.

Even though we assume we will make it through the rest of the winter okay, there is still work to be done. Yes, now is the time to think about all those car projects we want to get done this year. Some of those will include work on our cars, our friends' cars, our shops etc. and hopefully some will include things to do with your Club. While on the subject of projects, I just got a fellow to do the upholstery on my '30U. Hooray, it will be complete at last.

I am soliciting any ideas members have for things they want to have the Club involved in this year. This

would include programs you would like to have at meetings, tours or fun days we could enjoy, or even projects that the Tech Committee might consider. Please give me a call, or contact me at the next meeting.

Again this year we have a great group of people to help the club function. Mike Bade as new VP, Dennis Mowery as new Director at Large, and Robin Will as our new Secretary. In addition Dolores Call will continue as Treasurer and Cari Catlow will continue to put together our wonderful newsletter. At this point a couple of committee chairs still need to be confirmed, but that will be done before the January meeting.

I want to wish everyone a Happy and Prosperous New Year. Hope to see you all at the meeting on January 27th.

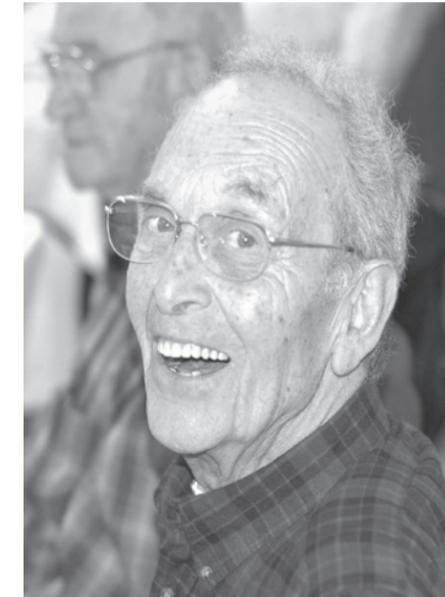
Gary Rusher
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Smiles Prevail at November Potluck, Meeting



Retha Harden's happiness at winning the 50/50 overflows to husband, Gary.



The irrepressible John Sweeney beams while Jimmie Fox gears up.



Jovial table with Dennis Rice, Chuck and Stephanie Willis, JulieAnn and Marlo Edman, Dennis and Jeanne Mowery; Barbara Rice and Dolores Call in the foreground. A total of 56 members spent the evening together.

Happy January Birthday
Wishes
to the following members:

Doug Barr – 4th
Karen Bennett – 5th
Jerry Klinger – 7th
Beverly Hamilton – 10th
Bill Call – 17th
Stan Nickerson – 17th
Tony Gemma – 27th
James Workman – 28th
Terilee Huff - 28th
Steve Parker - ??

And to any others who prefer
to celebrate anonymously



Charlotte Winchell's Strength, Love Live On In Her Family



Charlotte and Tim Winchell

To Everyone at the Cascade Pacific Plymouth Club:

Thanks to everyone at CPPC for the thoughts, prayers, calls, cards and flowers. The whole family appreciated your kindness. Charlotte so enjoyed her friendships in the Club. It was nice to see so many members at her memorial service.

Thanks to all,
Tim Winchell and Family

CPPC member Charlotte Winchell quietly ended her long battles with cancer and multiple sclerosis on November 30. Her husband, Tim, and their extended family were at her side.

The memorial service on December 6 illustrated the depth and breadth of Charlotte's influence on her family and friends. The pastor at Good Shepherd Lutheran Church in Vancouver, WA said he had been told to expect 75 people - 175 filled the room. Twelve friends from CPPC were among them.

Tim and Charlotte were among the original members of the Club. When they attended meetings and events Charlotte was confined to her wheelchair, but her interest in people knew no bounds. Many Club members kept in touch with her. Last summer Charlotte found some relief from the on-going side effects of chemotherapy and hoped to attend the steam train park event and the Hot Dog-ust Day Cruise In.

Her family shared many stories of her courage throughout her illness,



Charlotte Ann Winchell 1919-2008

Charlotte's concern for her loved ones, and her generosity as a friend. In their written remembrance they said, "Her quiet strength was the rock upon which her family was built." That generosity of spirit was shared by her family members with everyone who celebrated her life at the service, and extends to all whose lives she touched.

An Opportunity Lost When New Member's Life Stolen

We were stunned to see an article printed in the Oregonian on Christmas Day about the death of Curtiss Olson, one of our newer members.

Curtiss joined CPPC this past summer. Clad in overalls, with bushy gray-white hair and beard, he was vocal, enthusiastic and generous.

Curtiss was a local artist specializing in fused glass, calling his business Bad Attitude Art Glass Company. Most recently he worked from the garage-studio at his southeast Portland home. The whimsical faces he created for wall décor, bowls, pins and magnets of smiling stars and cat faces reflected his unique perspective. Curtiss sold his work on-line and at galleries and craft shows along the West Coast. Examples of his art can be found at kittypins.com as well as pictures of his three vintage vehicles.

At the November annual meeting and potluck he gave his kitty pins to all of the women present.

On December 15 a neighbor found Curtiss beaten to death in his home. Portland Police continue the investigation.

Six members represented CPPC at the funeral service on January 3. It was a privilege to hear his friends and family share their thoughts and memories. As a richly unique individual himself, Curtiss gathered a wide range of colorful, grateful and loyal friends. Neighbors, baristas, gym employees and members, auto mechanics, artists and vendors shared their experiences with Curtiss. Their comments tell us of the opportunity we have missed to know him better.

When the video projector misbehaved at the service one of his friends called out, "I bet Curtiss is causing that. He's always full of the mischief."

"People either liked him or they didn't. But he had a heart of gold. Accept no substitute."

"He always gave work to people who needed it."

A glass vendor who traded with Curtiss said their lime green glass has been called "Curtiss Green" for quite some time because he used so much of it in his creations.

"...a character with many layers to peel back."

"When I met him several years ago he handed me a business card. It was blank! I've never forgotten his name."

"He was a loving, caring man who deserved much better than he got."



Curtiss Olson sat with Kathy and Dale McLean and Daniel and Severne Barthe during the November meeting.

Tech Talk With The Fox

Brake Job

Some automobiles, depending on the year of the car use a DOT 4 or some other kinds of fluids. Use ONLY one type of fluid. I use a DOT 3 Brake fluid. That is the most used at this time.

Doing a complete "Brake Job" is more than replacing brake shoes. It should include an overhaul of the hydraulic system. When a hydraulic system is overhauled it should be done completely to keep the brake balance correct.

After completing a brake job where the system has to be bled, it can be done manually with two people or even one. If you have a pressure system, this is the easiest way. Failure to do this properly will result in a spongy pedal or complete loss of pedal.

Brake fluid is a hydraulic fluid that provides a means of linking hydraulic pressure from the master cylinder to the wheel cylinders. If we use silicone brake fluid in our old cars, it will work the same way as brake fluid. If air is trapped or present in the lines, the link is broken.

There are two reasons to bleed the brake system:

1. To flush old contaminated fluid out.
2. To get ALL of the air out so that you can have a solid brake pedal. If the brake shoes are not ground to fit the drum, this can give a spongy feel.

Procedure to flush the brake system

Remove all wheel cylinders, front hoses and master cylinder. Plug three brake lines with brass fittings. Put a rubber vacuum hose on the brake line closest to the master cylinder.

NOTE: We want to push the old brake fluid away from the starting point. Use a metal container to catch the old fluid. Then use an air hose to blow out one line at a time. Use brass fittings and attach a steel brake line about two feet long to the front brake line. Pour alcohol down into the line and blow out until clean. Do this on all brake lines. If the brake lines won't come clean or are rusted out, replace all brake lines!

You can now install new brake hoses. There are 3 - two on the front to each hub and one from the frame to the rear axle, the wheel cylinders and the master cylinder. Remember, any old rubber will contaminate the new silicone or DOT 3 brake fluid.

You are now ready to bleed the wheel cylinders. You can do this by yourself. Push a vacuum hose on the bleeder and loosen the bleeder screw. Put the other end of the hose into a small

clean container with fluid in it to cover the end of the hose so that air cannot enter up in the hose as you bleed by pushing the brake pedal down *slowly* and return pedal *slowly* four or five times. Do this on each wheel cylinder. On the Plymouth cars when the front wheels have two wheel cylinders, bleed the one which is farther away first (which will be the bottom cylinder), then come back to the next one to bleed it. You can take the fluid in the can, run it through a coffee filter if it is silicone fluid. If the lines are clean, the fluid will be clean. You should make sure that all bleeder screws are tight when you finish bleeding each bleeder. Make sure that all brake connections are dry. Push the brake pedal down hard and hold it there for a few minutes. Then go check each connection to make sure there are no signs of leaks.

Submitted by Jimmie Fox

Submit Your Ideas for Tech Projects, Topics

Ken VanCoelen and Dave Williams are co-chairmen for the 2009 Technical Committee.

The date, location and project for February will be announced at the January meeting. If you are interested in attending and will not be at the meeting, please give Dave or Ken a call.

They are looking for projects for upcoming meetings and look forward to suggestions from the Club members.

By Vicki Williams

Don Turner Hammers Home Sound Advice

I took the radiator out of my car a while ago so I could replace the front crankshaft oil seal and the wobbling front pulley. I managed to get it done and get it all back together, but it took me two calls to Dave Williams to accomplish.

First, I couldn't figure how to get the big nut off the front of the crankshaft without just turning the engine. Dave said an air impact hammer wrench was what I needed. He was right.

Then I was having trouble pushing the pulley back on the drive shaft, and Dave suggested a big hammer ought to do the trick. He was right again! I had to poke an old shovel handle through the grill opening and against the front of the pulley, and whang on that with a sledge hammer, but the pulley surrendered immediately and seated itself perfectly.

I put it all back together and test drove it a few miles and every thing was fine, no more oil leak and no more wobbling pulley.

The last time I had to remove the rear brake drums I borrowed Dave's puller, but the drum seemed frozen on the axle. I called Dave and he said a big hammer was the answer. The brake job turned out fine.

I told Dave his advice always seems to involve getting a bigger hammer. But his advice always seems to work so I've learned not to argue. By Don Turner

Cascade Pacific Plymouth Club Technical Committee

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Dave Williams	503-266-4287	ilikemopar@aol.com.....	Canby, OR
Charles Willis	503-668-0129	upandstuff@verizon.net.....	Sandy, OR

If you have a question for the Technical Committee, please call one of the above. We will do all we can to help you with your car. NOTE: Keep this list in a handy place for the future.